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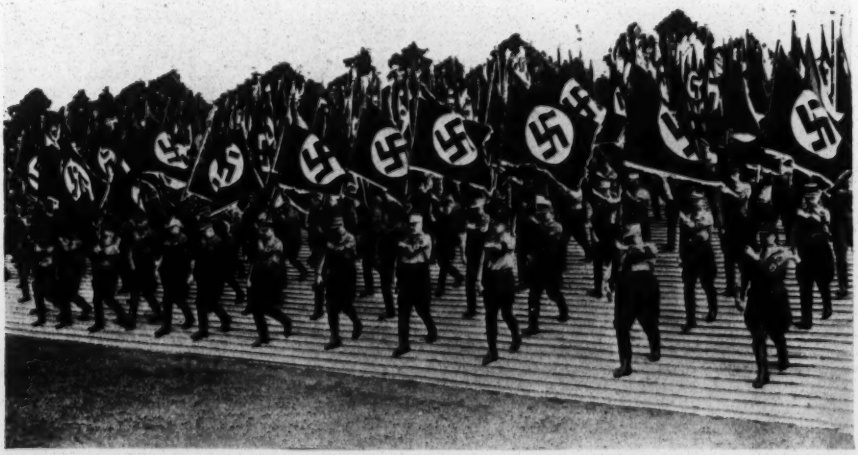
General Headquarters, Washington, D. C.

Contents for Week of October 14, 1935. Vol. XIV. No. 14.

1. New Philippine Commonwealth Shows American and Spanish Influences.
2. England's Road to the Orient.
3. Unknown Corner of Canada Explored by Yukon Expedition.
4. Flags—Old and New.
5. Matanuska Pioneers Find Modern Towns and Fertile Farms.



Photograph from Wide World

GERMANY'S NATIONAL FLAG IS THE SWASTIKA BANNER

By Government decree the Nazi emblem, a black swastika in a white circle on a field of red, has replaced the red, black, and white tricolor as official flag of Germany. These standard bearers were part of a National Socialist demonstration at Nürnberg (See Bulletin No. 4).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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New Philippine Commonwealth Shows American and Spanish Influences

ON NOVEMBER 15th, when their new Commonwealth is inaugurated, the Philippine Islands will try their governmental wings. This is in preparation for the time, a decade later, when they will emerge completely from the protection of the United States.

There have been few dates of such importance to the Philippines since March 16, 1521, when Magellan's discovery of the islands introduced them to Europeans. Forty-four years later a Spanish colony was established there.

Named for Philip II of Spain, the islands show the marked imprint of Spanish culture in such dissimilar fields as language, laws, customs, and the exquisite embroideries taught to natives by Catholic nuns. Many of the Malay inhabitants of the islands have a mixture of Spanish or Chinese blood.

May Become Political Switzerland of the Pacific

May 1, 1898, when Admiral Dewey sank a Spanish fleet in Manila Bay, was another red-letter day for the islands, ending Spain's ownership. Under the American régime, the Philippines have made great forward strides in trade, sanitation, and primary education.

The 2,137 schools established before the American occupation have jumped to 7,671 public schools instructing pupils so efficiently, especially in English, that some have been transferred to the same grades in schools in the United States without difficulty. The United States found 120 miles of railroad in the islands. To-day the mileage has been increased to 837. Not long ago, transportation was chiefly by carts drawn by water buffaloes. Now thousands of automobiles and trucks speed over first class roads. Americans have even revolutionized Philippine sports, supplanting cockfighting to a marked degree, with baseball, basketball, football, and boxing.

This archipelago of 7,083 islands, stretching for over 1,100 miles between Taiwan in the north and Borneo and the Moluccas in the south, occupies the strange position of a largely westernized and Christianized country set in the midst of oriental countries of Mohammedans and Buddhists. The Philippines may in time be known as "the political Switzerland of the Pacific" if the new Commonwealth's plans materialize to keep the islands aloof from Asiatic politics. Defenses to preserve their neutrality are being built up.

A Land of Sharp Contrasts

The Philippine Islands continually offer the visitor sharp contrasts. In Manila, the capital, and center of western influence, British, Japanese, American, and Dutch vessels dock at large modern piers in a harbor dotted with primitive native boats. Manila has modern buildings of stone or concrete, while, in near-by villages, houses are built of bamboo, on stilts, and thatched with palm leaves. Translucent sea shells giving a soft, mellow light are set, as a substitute for glass, in the windows of many native homes. Automobiles glide over steel or concrete bridges spanning rivers, down which Filipinos pole circular rafts of coconuts tied together; and trucks carry rice from fields plowed by water buffaloes.

The geography of the islands includes many contrasts, ranging from heavily

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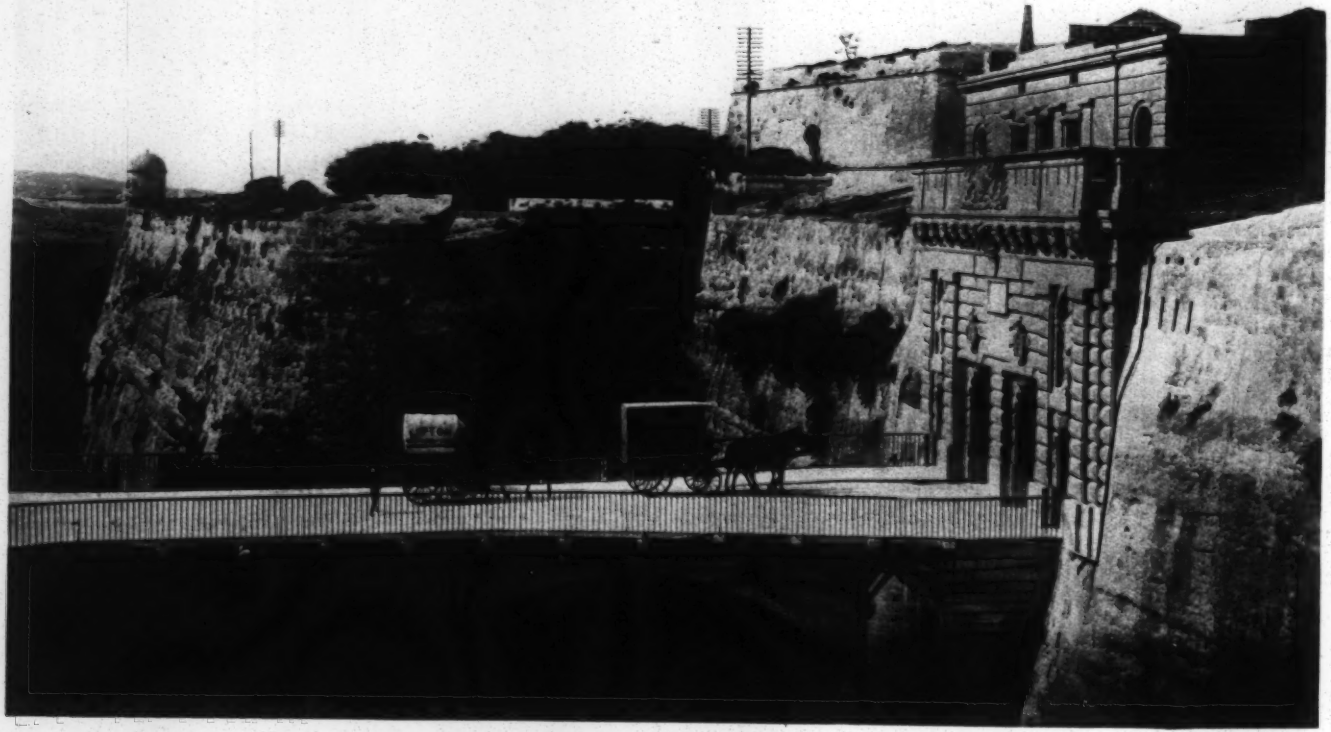

Photograph by S. L. Cassar

GATEWAY TO VALETTA, MALTESE FORTRESS OF THE AGES

Malta, Great Britain's strategic naval base in the Mediterranean, has been conquered by many nations. Valetta, chief port of the island, was founded by a group of Crusaders who became known as Knights of Malta. The moat and walls, ancient defenses of the city, remain. As at Gibraltar, many of the harbor fortifications are hewn out of solid rock (See Bulletin No. 2).

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England's Road to the Orient

GIBRALTAR, Malta, Cyprus, Palestine, Anglo-Egyptian Sudan, Aden, and British Somaliland—at first glance these seven assorted pieces of British territory do not seem to have much in common. But they are really vital "stepping stones" along England's short cut to the Orient via Suez. All of them have leaped into prominence in recent weeks as English and Italian fleets maneuver in the Mediterranean, and Il Duce's troops pour through the Suez Canal and the Red Sea into Africa.

Like a life line strung between these outposts of empire, the world's busiest trade route reaches from England to India, China, and Australia, and it is used alike by ships of France, Germany, the Netherlands, Japan, the United States, and other maritime countries.

Gibraltar Stood Four-Year Siege

At the western end of this British-guarded main line of commerce rises the biggest "stepping stone" of all—the mighty Rock of Gibraltar. A British garrison, hidden in this huge natural fortress, withstood a four-year siege by the Spaniards there in 1779-83.

The Rock of Gibraltar, 1,396 feet high and the southernmost point of the Iberian Peninsula, has been British since 1713. Phoenicians, Carthaginians, Romans, Visigoths, and Moors in turn fought for control of the Rock of Gibraltar and the 14-mile wide strait which it commands.

Gibraltar is a crown colony. Besides its normal military population of about 3,000 men, 17,000 people from all corners of the world live in the town that nestles below the Rock.

Malta, Stepchild of the Mediterranean

In the midst of the Mediterranean, only 58 miles from Italy's Sicily and 180 from Africa, lies Malta, 100-square-mile island whose good harbors provide England with a strategic naval base almost midway between Gibraltar and Suez. Under British rule since 1814, Malta has been called the stepchild of the Mediterranean, for Phoenicians, Greeks, Carthaginians, Romans, Arabs, Normans, and Frenchmen in turn have held sway there. Now it is garrisoned by about 3,000 British troops.

Malta has a constitutional government under a British governor. The 250,000 natives, believed remnants of an ancient race antedating Greece and Rome, speak a language of their own derived from the Phoenician tongue of more than 3,000 years ago. In ancient times the famous Knights of Malta defended the island against advancing Moslem hordes.

Off the coast of Palestine, about 200 miles from the Suez Canal, is the big island of Cyprus, administered by Britain since 1878, and a crown colony since 1914. About the size of Puerto Rico, it is a land four-fifths Greek, which still adheres to Turkish customs.

British Mandates in the Near East

Northeast of Egypt are the British mandates of Palestine and Trans-Jordan, the latter an Arab state that is largely desert and populated by about 300,000 Moslems, most of them nomads. At Amman, capital of Trans-Jordan, said to date back almost to the days of Lot, a British air force is stationed.

In Palestine, where the new Jewish homeland colony has grown rapidly since its establishment after the World War, Britain maintains a small garrison.

The Suez Canal, most vital link in the British life line, runs through Egypt, whose national defense is under British control, though in other respects the country is independent. Nearly half the shares in the private company that operates the canal are owned by the British Government, and a British Army of several thousand men normally is stationed in Egypt.

The 100-mile canal twice has been closed by British forces; during the World War when it was barred to ships of the Central Powers, and in 1882 during a crisis in Egypt. The Middle East Air Command of the British Royal Air Force is based in Egypt. Alexandria and Port Said are convenient harbors for British war craft.

South of Egypt, along the Red Sea coast and adjoining both Ethiopia and Italy's colony of Eritrea, is the vast domain of the Anglo-Egyptian Sudan, where a few British troops are stationed and the flags of England and Egypt fly side by side. The only direct gateways to this million-square-mile territory are the ports of Port Sudan and Suakin on the Red Sea.

An Egyptian governor, appointed by consent of Great Britain and aided by British commissioners, rules the five million Arabs, Negroes, and mixed-bloods who inhabit the Sudan's northern deserts and the rich cotton country farther south. At Khartoum, the capital, the Blue

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forested mountains to fertile river valleys and coasts fringed with rustling coconut palms.

The Philippines are among the world's foremost producers of coconuts, shipping quantities of copra, or dried coconut meat, and coconut oil. Sugar is an important export, and tobacco, whether shipped as such or made into Manila cigars.

The islands' forests provide not only valuable cabinet, veneer, and dye woods, but also gums, resins, and rattan from which wicker furniture is woven. Palms furnish natives with numerous products from teeth for rakes to industrial alcohol.

Fiber Products Exported

Although the Philippines are chiefly agricultural, only about 16,300 square miles of their 114,400 square miles of area are cultivated. One of the several reasons is the abundance of coarse grasses that spring up if fields are neglected. In many cases it is easier to clear a patch in the jungle than to reclaim a field captured by grasses. It is not surprising that many of the islands' exports are fibers and fiber products.

Manila hemp, a fiber from the abaca, a cousin of the banana plant, provides not only some of the world's strongest rope and cordage, and tough Manila wrapping paper, but is woven into rugs, slippers, baskets, and brushes.

Other exports shipped from the Philippines include reptile skin goods, daintily embroidered lingerie, and infants' wear, lumbang oil, sea shells to be manufactured into buttons and lamp shades, and ylang-ylang oil, an exquisite, costly essence rivaling attar of roses. This little-known oil is distilled from the greenish-yellow, fragrant flowers of the tree of the same name.

Note: See also "The Unexplored Philippines from the Air," *National Geographic Magazine*, September, 1930; and "Some Impressions of 150,000 Miles of Travel," May, 1930.

The Pictorial Geography, published by the National Geographic Society, contains a set of photographs, with explanatory text, about Philippine jungle life.

Bulletin No. 1, October 14, 1935.

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NEW MARKET NEEDED FOR PHILIPPINE SUGAR

Losing much of the United States market through the ending of free trade between the two countries, the Philippine Islands must look for new markets for their sugar output. As recently as 1933 the United States took all the sugar exported from the Philippines.

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Unknown Corner of Canada Explored by Yukon Expedition

A TWO-THOUSAND square mile blind spot in southwestern Yukon Territory, a region of lofty mountain ranges and deep glacier-filled valleys and gorges, has been filled in on the map of North America according to Bradford Washburn, leader of the National Geographic Society's Yukon Expedition of last spring.

Mr. Washburn and his small but well-equipped expedition left Seattle in February, set up their first base camp 150 miles west of Carcross, and then began the long trek overland that resulted in the discovery of unknown mountain ranges, the exploration for the first time of the whole course of the Alsek River, and the photographing from an airplane of 10,000 square miles of a region whose ruggedness amazed Mr. Washburn who has climbed some of the most forbidding peaks of North America and Europe.

Airplane Facilitates Exploration

The explorer gives high praise to the airplane in connection with the expedition. Much time was saved by flying supplies for advanced camps from the expedition base. In one instance the plane flew in nine minutes to a camp that it took the explorer 16 days to reach by dog team. Photographs taken from the plane on reconnaissance flights were used to lay out the ground route and saved many days of difficult travel.

Although the expedition returned to the coast without disaster, blinding blizzards, terrific gales, and frigid weather frequently slowed up its progress. To move afoot was often hazardous; to fly was impossible. During the early days of the expedition, while the explorer and his pilot were flying at more than 18,000 feet, the mercury hovered around 15 degrees below zero Fahrenheit. Below the plane, tumbled masses of snow-capped mountains and uninhabited ice-filled valleys would have meant death in case of forced landing. To make its surveys, the expedition was forced to camp on ice for more than 80 days, longer than any other North American expedition has endured the hardships of such a camping ground. In May, Mr. Washburn and his companions survived a 57-hour blizzard that piled snow deeper than 60 inches, almost burying their camp.

Set up Highest Canadian Survey Station

The crossing afoot for the first time of the St. Elias Range, near the border of Alaska and the Yukon, was one of the expedition's outstanding feats. Several immense new mountain peaks were discovered while the party was en route over this range, and their positions located with surveying instruments. At one time, the expedition carried cameras and surveying instruments to a height of more than 12,000 feet on Mt. Hubbard and set up the highest survey station ever occupied in Canada or Alaska.

Two of the newly discovered peaks were named for King George and Queen Mary in honor of their silver jubilee year. A huge glacier, 40 miles long, one of the largest in North America, was named for ex-president Abbot Lawrence Lowell of Harvard University, because of his interest in the exploration of the region.

The expedition discovered that the Hubbard Glacier, formerly believed to be less than 30 miles in length, and thought to end at the divide between Mt. Hubbard

UMI

Nile, which rises in Ethiopia, meets the White Nile, together forming the river upon which Egypt depends for life.

Aden and British Somaliland

Straddling the entrance to the Red Sea, where it meets the Indian Ocean, are two British protectorates, Aden and British Somaliland, guarding the life line's eastern end.

Aden, blisteringly hot city of 50,000 which serves as one of the chief commercial ports of the Arabian Peninsula, is governed by the British authorities of India. It is a fortified port and important coaling station. Behind the city stretch thousands of square miles of hinterland where the native Arabian chiefs are in treaty relations with Great Britain.

British Somaliland, opposite Aden on the coast of Africa, is bordered on the west and south by Ethiopia and on the east and south by Italian Somaliland. At its northwestern end lies French Somaliland with the port of Djibouti, ocean terminus of the railroad that runs to Addis Ababa, capital of Ethiopia.

Moslem nomads, numbering about 340,000, populate most of British Somaliland under the rule of a British commissioner.

Note: Supplementary material about places mentioned in news reports concerning the Anglo-Italian situation can be found in the following: "Changing Palestine," *National Geographic Magazine*, April, 1934; "The Road of the Crusaders," December, 1933; "Sailing Forbidden Coasts," September, 1931; "Crusader Castles of the Near East," March, 1931; "Two Fighting Tribes of the Sudan," October, 1929; "Unspoiled Cyprus," September, 1928; "From Granada to Gibraltar," August, 1924; and "Adventures Among the 'Lost Tribes of Islam' in Eastern Darfur," January, 1924.

Bulletin No. 2, October 14, 1935.

Photograph Courtesy R. Ellis and Lt. Tickle

STONE AGE TEMPLE ON ISLAND OF MALTA

Archeologists as well as the British Admiralty are interested in Malta. Magnificent stone temples reveal a civilization that flourished there some seven thousand years ago. Only skilled engineers could have used two-ton stones for building materials.

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Flags—Old and New

FLAGS are in the news these days. The swastika banner has been made the national flag of Germany; and in Annapolis, Maryland, flags famous in American naval history were exhibited as part of the Naval Academy's anniversary celebration, October tenth.

The new German flag is a black swastika in a circle of white on a field of red. It replaces the black, white, and red tricolor which was first flown in 1867 as the flag of the North German Confederation. Its colors combine the red and white of the Hanseatic League and the black and white of Prussia.

These remain the official colors of the Reich, red and white supposedly standing for commercial prosperity, and black and white (part of the Hohenzollern arms) for military strength.

German Flag Changed Many Times

The German Empire kept the tricolor as a merchant flag and introduced the Imperial flags with the famous black eagle. After the World War, when Germany became a republic, black, red, and gold were made the Federal colors. The old black, white, and red merchant flag was still used, but with the new colors in the upper, inside corner. As for the Imperial black eagle, he was deprived of his crown, his scepter, and his orb, given red legs and a red beak instead, and flown as the bird of the Reich.

When Adolf Hitler came into power in 1933 the flag was changed again. The red, black, and gold flag reminded him of Germany's defeat, so he abolished it and decreed the black, white, and red tricolor Germany's national emblem.

He also ordered that the swastika banner of the Nazi party should always be flown beside the tricolor, saying that "these flags unite the glorious past of the German Reich with the vigor and rebirth of the German race. Let them fly together as a symbol of the power of the State and the internal unity of all national sections of the German people!"

Famous Flags at Annapolis

Now the tricolor is gone and the emblem of the Nazi party is supreme in Germany.

The swastika, or hooked cross, has been used as design and symbol since prehistoric times. It appears on Celtic stones in Britain, in Buddhist inscriptions, in the ruins of Troy, and in the monasteries of Tibet. In the German swastika the arms are bent to the right at right angles to the cross.

At Annapolis one of the most famous flags exhibited was the only British royal standard captured in this part of the world. It was taken at Ottawa during the War of 1812. Another well-known one was Commodore Perry's signal, "Don't Give Up the Ship." This flag, bearing the dying command of Captain Lawrence, was flown during the Battle of Lake Erie, September 10, 1813. Lawrence had been fatally wounded earlier that same year in a battle between his ship the *Chesapeake* and the British ship *Shannon*. As he was carried from the deck, his last words were, "Don't give up the ship." The Perry flag hangs in Memorial Hall at the Naval Academy.

One of the earliest of American naval flags was flown in 1775 by Washington's

UMI

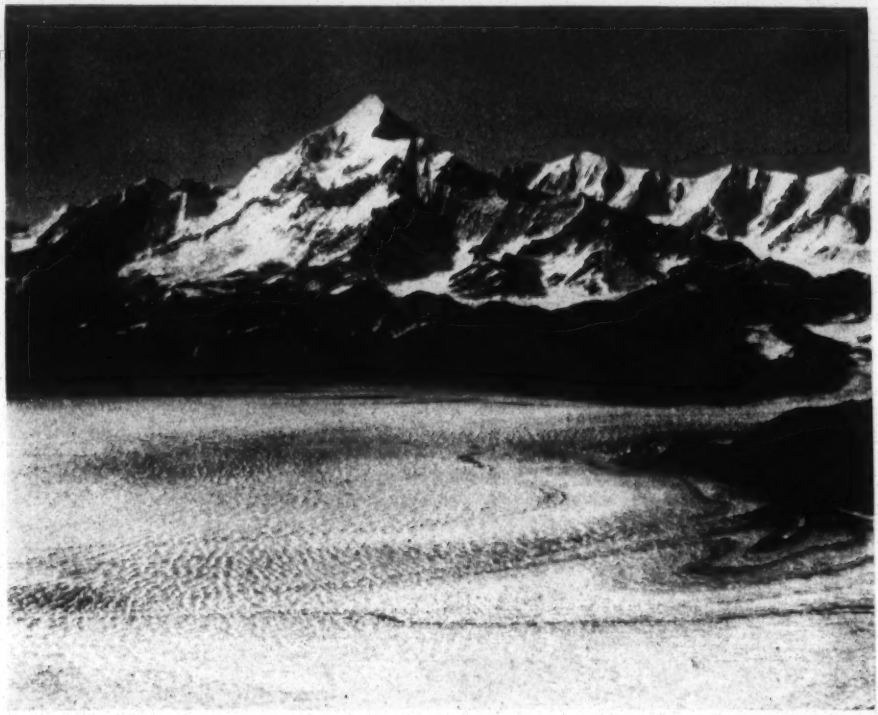
and Mt. Vancouver, actually flows fully 40 miles farther into the very heart of the St. Elias Range. It is broader rather than narrower near its source, which is 60 or 70 miles from Yakutat Bay, at the very base of Mt. Logan.

Danger dogged the expedition members even to the end. For weeks they sledged across great mountain masses, handicapped by blinding blizzards, treacherous footing, severe cold and the threat of avalanches. On one occasion several sledge dogs fell into a crevasse 70 feet deep and were rescued with great difficulty. Three of the explorers were stranded near a frozen lake when failure of the ice to break up delayed their rescue by the expedition's airplane. When rescuers finally reached them their food was almost exhausted and both men and dogs were subsisting chiefly on a large moose which had been killed.

Note: For additional illustrated material about the region explored by the Yukon Expedition see in the *National Geographic Magazine:* "The Conquest of Mount Crillon," March, 1935; "To-day on 'The Yukon Trail of 1898'," July, 1930; "Gentlemen Adventurers of the Air," November, 1929; "The First Alaskan Air Expedition," May, 1922; and "The Conquest of Mt. Logan," June, 1926.

See also in the GEOGRAPHIC NEWS BULLETINS: "New Glacier and Mountains Added to Map by Washburn Expedition," week of March 25, 1935; and "Expedition To Map and Explore Unknown Yukon," week of March 4, 1935.

Bulletin No. 3, October 14, 1935.



Photograph by Bradford Washburn

FOURTH HIGHEST PEAK IN NORTH AMERICA

Mount St. Elias, 18,000-foot giant of the Yukon-Alaska border, was mapped from the air by the National Geographic Society's Yukon Expedition. The huge expanse of the Malaspina Glacier stretches across the foreground. It is one of the largest glaciers in the world outside polar regions, and covers over 1,000 square miles.

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Matanuska Pioneers Find Modern Towns and Fertile Farms

THE Government's pioneer colony in Matanuska Valley, Alaska, is digging in for the winter. Families are moving out of their summer tents into solid, new log houses.

Unlike the men and women of covered wagon days, these modern pioneers have not entered an unknown wilderness. Alaska may be popularly known as a country of bleak, icy wastes, totem poles, gold nuggets, and salmon; but it also has good farm lands and good roads. There are nearly 150 miles of good roads in Matanuska Valley alone.

The thriving town of Seward, on Resurrection Bay, surprised arriving colonists with shops, hotels, and electrically lighted streets, dispelling the mental picture of barren, gale-swept Alaska.

Immigrants Find Movies and Telephones

Almost landlocked by spruce-clad hills that extend to the water's edge, the port of Seward is open all year. From its piers, a steamer leaves monthly for ports on the Alaska Peninsula as far southwest as Unalaska. It is also the depot where miners from the Kenai Peninsula dispose of their gold, and where the Government railroad has its southern terminus.

From Seward, the homesteaders traveled north by rail about 114 miles to Anchorage, which struck another reassuring note, being Alaska's third largest town, with a population of about 2,277. Located on Cook Inlet, Anchorage is ice-free eight months of the year. Here the natives and miners of the Cook Inlet region do their trading. Cheered by its theaters, daily newspaper, telephones, and other evidences of civilization, the immigrants continued about 45 miles farther north on the last lap of their journey to their new home.

Matanuska Valley is part of the drainage basin of the swift, unnavigable Matanuska River which flows into Knik Arm, a projection of Cook Inlet. Lying like a furrow six miles wide and many miles long between the high Talkeetna Mountains on the north and the almost parallel Chugach Mountains on the south and east, this natural corridor among the mountains has served for centuries as a highway.

Valley Rich in Resources

The Kenai Indians of the interior have long trooped down it to trade, fish, and visit their relatives on the southern Alaska coast. More recently, Cook Inlet natives have gone up it each summer to hunt in the Talkeetna Mountains.

The Federal Government, which maintains an agricultural experimental station in the Matanuska Valley, considers the valley especially fruitful. Rain, brought by Pacific winds up Cook Inlet and dashed to earth by inland mountain ranges, is abundant in the short, hot summers. That and the long hours of sunlight make the valley a veritable Eden in summer where knee-high grasses and wild flowers attest its agricultural possibilities. Grass is plentiful, and cattle raising is expected to be one of the most successful industries of the settlers. Grain, potatoes, turnips, sugar beets, and other root crops thrive.

The valley is rich in a variety of resources. Forest fires have destroyed some of the timber, but there is still standing much spruce, birch, and cottonwood. Grouse and mountain sheep lure hunters to the nearby mountains. Bears, moose,

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cruisers, six schooners transferred from the merchant fleet to aid the army around Boston. A green pine tree design with the motto, "An Appeal to Heaven," was a compliment to the New England spirit. Massachusetts had already adopted this motto and symbol in her struggle against the King. The Navy Jack of the Revolution was more defiant. Its red and white stripes bore a rattlesnake with the words, "Don't Tread on Me."

First American Flag

Most of the Colonies had their own navies and their own flags. General Washington realized that a flag was needed which should at once be expressive of the union of the Thirteen Colonies in a single purpose, and of the hope of those Colonies that reconciliation still remained possible. The Grand Union Flag with its old British Jack in the corner and its thirteen red and white stripes was the result.

The first view of this flag was when it was hoisted aboard the *Alfred*, flagship of the Congress Navy, lying in the Delaware River, on December 3, 1775. This significant event is described by no less an authority than John Paul Jones himself. He writes, "It was my fortune, as the senior of the Lieutenants, to hoist *myself* the Flag of America the first time it was displayed."

The navies of the world have always led in flag matters because international law has made ships that do not bear recognized ensigns liable to charges of piracy.

Note: See also "Flags of the World," *National Geographic Magazine*, September, 1934; and "Our Flag Number," October, 1917.

See also in the GEOGRAPHIC NEWS BULLETINS: "Red, White, and Blue World's Favorite Flag Colors," week of March 4, 1935.

Bulletin No. 4, October 14, 1935.

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HOISTING THE LIBERTY FLAG AT TAUNTON, MASSACHUSETTS

This mural in the Taunton Public Library shows one of the earliest American flags, a forerunner of the Grand Union Flag. It was flown from the Liberty Pole on Taunton green in 1774. The man at the right, resting on his cane, is Robert Treat Paine, a signer of the Declaration of Independence.

caribou, and smaller wild animals throng the forests. Not least among the valley's assets are its coal fields, which supply fuel for the railroads, and for the development of the region's industries.

Theodore Roosevelt predicted that Alaska would become "one of the greatest and most populous States of the entire Union," supporting "as large a population as does the entire Scandinavian Peninsula."

Note: For other Alaskan references and photographs see "The Conquest of Mount Crillon," *National Geographic Magazine*, March, 1935; "Men and Gold," April, 1933; "World Inside a Mountain," September, 1931; "To-day on 'The Yukon Trail of 1898'," July, 1930; "Mapping the Home of the Great Brown Bear," January, 1929; "The First Alaskan Air Expedition," May, 1922; and "Our Greatest National Monument," September, 1921.

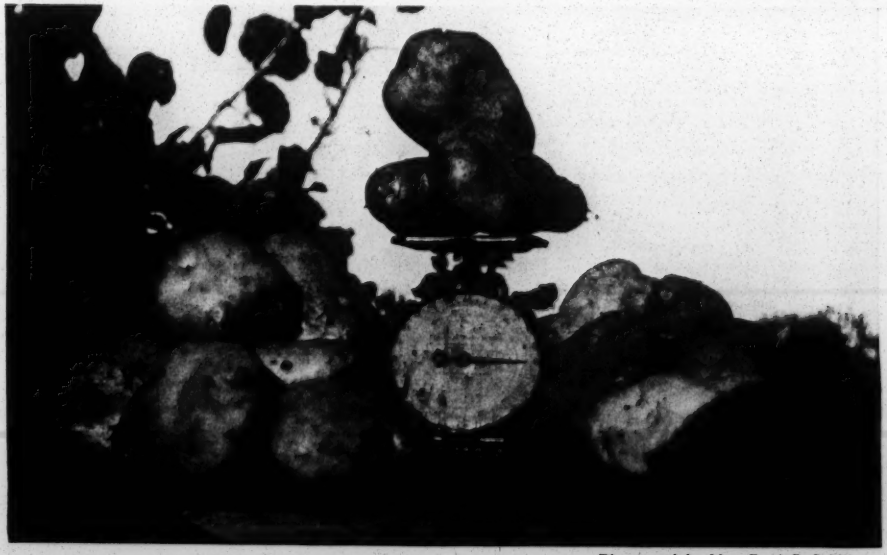
Bulletin No. 5, October 14, 1935.

THE SOCIETY'S NEW BOOK OF INSECTS

Teachers of Natural Science will be particularly interested in "Our Insect Friends and Foes and Spiders," published by the National Geographic Society, and just off the press this fall. This new volume contains fascinating stories of Bee, Ant, Beetle, Bug, Fly, Butterfly, Moth, and Spider life. It is a collection of articles and color pages on insects and spiders that have appeared in the *National Geographic Magazine* during the past decade.

Sixty-four of the 262 pages are devoted to 79 full-color illustrations showing more than 500 insects and spiders and portraying their habits. These color pages include reproductions of paintings of insects by Hashime Murayama, executed with the painstaking detail and accuracy for which his nature paintings are famous.

Copies of this newest volume in the National Geographic nature study series are priced at $2.50, and may be obtained from the National Geographic Society headquarters, Washington, D. C.



Photograph by Mrs. Fred C. Schiller

ALASKA GARDENS GROW GIANT VEGETABLES

The three potatoes on the scale weigh six pounds. Violets a foot high, sweet peas like roses, and cabbages that weigh forty pounds are no surprise to Alaskan farmers. Plenty of rain and long days of sunshine make up for the short growing season.

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